IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re application of:

Deepa Ramaswamy

Group Art Unit: 3661

Examiner: Christine M. Behncke

Serial No.: 10/064,894

Filed: August 27, 2002

For: VEHICLE SYSTEM CONTROLLER WITH MODULAR ARCHITECTURE

Attorney Docket No.: FMC 1649 PUS / 200-1576

DECLARATION UNDER 37 C.F.R. § 1.131

Commissioner for Patents
U.S. Patent & Trademark Office
P.O. Box 1450
Alexandria, VA 22313-1450

Sir:

We, Deepa Ramaswamy and Ryan Abraham McGee, the inventors of the above-identified application hereby declare the following:

1. The subject matter recited in pending claims 1-20 were actually reduced to practice in a corresponding patent application draft on July 6, 2001, as indicated in the attached facsimile (Appendix A);

2. We acknowledge that willful false statements and the like are punishable by fine

CERTIFICATE OF MAILING UNDER 37 C.F.R. § 1.8 (FIRST CLASS MAIL)		
I hereby certify that this paper, including all enclosures referred to herein, is being deposited with the United States Postal Service as first-class mail, postage pre-paid, in an envelope addressed to: Mail Stop Amendment, Commissioner for Patents, U.S. Patent & Trademark Office, P.O. Box 1450, Alexandria, VA 22313-1450 on:		
4-7-06	John D. Busor	[signature]
Date of Deposit	Name of Person Signing	Signature

or imprisonment, or both (18 U.S.C. § 1001) and may jeopardize the validity of the application or any patent issuing thereon;

3. We acknowledge that all statements made are of our own knowledge and are true and that all statements are made on information and belief believed to be true; and

4. We declare (or certify, verify, or state) under penalty of perjury.

Respectfully submitted,

Deepa Ramaswamy

Deepa Ramaswamy

Ryan Abraham McGee

or imprisonment, or both (18 U.S.C. § 1001) and may jeopardize the validity of the application or any patent issuing thereon;

3. We acknowledge that all statements made are of our own knowledge and are true and that all statements are made on information and belief believed to be true; and

4. We declare (or certify, verify, or state) under penalty of perjury.

Respectfully submitted,
Deepa Ramaswamy

Ryan Abraham McGee

To: D. Albert: 248-865-9589 7/6/01

From: Ryan McGee

Re: VSC Architecture Patent

Deepa & I have reviewed the patent and have provided comments. Please contact me for any questions. 313-248-7432

Thanks -

Ryan.

23 Pages including Cover

VEHICLE SYSTEMS CONTROLLER WITH MODULAR ARCHITECTURE

(1). FIELD OF THE INVENTION

This invention relates to a vehicle systems controller having a modular architecture and more particularly, to a vehicle systems controller for use with a hybrid electric vehicle and having a modular architecture which is logically partitioned based upon vehicle functionality, thereby allowing for relatively quick and easy modification or replacement of vehicle control processes or features.

(2). BACKGROUND OF THE INVENTION

Vehicle systems controllers ("VSCs") are ~~commonly~~ devices used within automotive vehicles, such as hybrid electric vehicles ("HEV"), in order to control various vehicle systems, processes and functions. They are often part of the powertrain controller One type of hybrid electric vehicle, commonly referred to as a "parallel" or "power split" type hybrid electric vehicle, includes three power train subsystems which cooperatively provide the torque necessary to power the vehicle, and a vehicle system controller which controls the three subsystems. A "power split" type hybrid electric vehicle includes an engine subsystem (e.g., an internal combustion engine and controller), a generator subsystem (e.g., a motor/generator and controller), and a motor subsystem or an "electric drive subsystem" (e.g., an electric motor

and controller).

This hybrid configuration provides improved fuel economy, and reduced emissions since the internal combustion engine can be operated at its most efficient/preferred operating points by use of the various subsystems. Additionally, this configuration can achieve better driveability, and may extend vehicle performance relative to a comparative conventional vehicle. In order to achieve the goal, appropriate coordination and control between subsystems in the HEV are essential. This goal is achieved by use of the VSC and a hierarchical control architecture.

The VSC is used ~~Hybrid electric vehicles typically use a VSC~~ to interpret driver inputs (e.g., gear selection, accelerator position and braking effort), to coordinate each of the vehicle subsystems, and to determine the vehicle system operating ~~operation~~ state. The VSC generates commands to THE appropriate subsystems based on driver inputs and control strategies, and sends the generated commands to the respective subsystems effective to cause the subsystems to take appropriate actions to meet the driver's demands.

Due to the numerous types of vehicle subsystems and processes which may vary from vehicle to vehicle, conventional VSCs are typically ~~relatively~~ complex and are designed to serve and/or function within a specific

type of vehicle. Due to this complexity and design, it is relatively difficult to modify a conventional ~~powertrain controller~~ ~~VSC~~ VSC to operate with a new vehicle system or functionality. For example and without limitation, if one were to replace the braking system or functionality within an HEV having a conventional VSC with a different type of system of functionality (e.g., series versus parallel regenerative braking), the many control features within the powertrain controller ~~entire VSC would have to be replaced or~~ will have to be modified or reprogrammed ~~reprogrammed.~~ This increases the cost and time required to make such a modification. Moreover, each different type of HEV typically requires a ~~different~~ VSC with somewhat different functionality, thereby reducing the uniformity among HEVs and increasing the overall cost of the HEVs.

There is therefore a need for a modular VSC which is partitioned ~~partitions the VSC~~ into portions which corresponds to and/or provide a logical grouping of vehicle functions, thereby allowing the VSC to be easily modified to conform to new vehicle functions or features.

?

SUMMARY OF THE INVENTION

NOT SURE WHAT THE ADVANTAGE IS HERE.

A first non-limiting advantage of the invention is that it provides a vehicle system controller ("VSC") for a hybrid electric vehicle ("HEV") which overcomes at least some of the previously delineated drawbacks of prior VSCs or powertrain controllers.

[illegible]

A second non-limiting advantage of the invention is

that it provides a modular VSC which includes various portions which correspond to a logical grouping of vehicle functions, thereby allowing the vehicle functionality to be relatively easily modified.

A third non-limiting advantage of the present invention is that it provides a VSC that is partitioned to take into account a logical grouping of vehicle functions, while maintaining a hierarchy of control within the VSC.

According to a first aspect of the present invention, a modular vehicle system controller is provided and includes a plurality of portions which each corresponds to a certain vehicle functionality.

According to a second aspect of the present invention, a method of organizing a vehicle system controller for use with a hybrid electric vehicle is provided. The method includes the step of partitioning said controller into a plurality of control portions, each of said plurality of control portions corresponding to a particular vehicle functionality.

Further objects, features, and advantages of the invention will become apparent from the following detailed description of the preferred embodiment of the invention and by reference to the following drawings.

BRIEF DESCRIPTION OF THE DRAWINGS

Figure 1 is a block diagram of a hybrid electric vehicle which includes a vehicle system controller which is made in accordance with the teachings of a preferred embodiment of the present invention.

Figure 2 is a block diagram illustrating the vehicle system controller architecture which is utilized within the hybrid electric vehicle shown in Figure 1.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT OF THE INVENTION

Referring now to Figure 1, there is shown an automotive hybrid electric vehicle 10 having a powertrain, propulsion or drive system 12 and a vehicle system controller 40 which is made in accordance with the teachings of the preferred embodiment of the present invention. As should be appreciated to those of ordinary skill in the art, propulsion system 12 is a ~~a parallel or~~ "power split" type propulsion system, and includes an internal combustion engine 14, an electric generator/motor 16, and a motor subsystem 18. While the vehicle system controller 40 of the preferred embodiment of the invention is described as being used with a power split type HEV, it should be appreciated that the modular controller is what ? ____________

The engine 14 and generator 16 are interconnected by use of a conventional planetary gear set 20, including a

(see ... figure) ?

carrier 22, a sun gear 24 and a ring gear 26, which is operatively coupled to drive line 28. System 12 further includes a conventional one-way clutch 30 which is operatively coupled to the output shaft 32 of engine 14, and a brake or clutch assembly 34 which is operatively coupled to generator 16. A conventional electrical energy storage device 36 (e.g., a battery or other electrical energy storage device) is operatively coupled to generator 16 and motor 18. Battery 36 receives and provides power from/to generator 16 and provides power to/from motor 18.

gears?

In the preferred embodiment of the invention, the engine 14 is a conventional internal combustion engine, and is physically and operatively coupled to the carrier 22 of the planetary gear set 20. Generator 16 is a conventional motor/generator and is physically and operatively coupled to the sun gear 24 of the planetary gear set 20. Planetary gear set 20 allows engine 14 and generator 16 to selectively cooperate as a "single power source" which provides a power or torque output from the ring gear 26 of the planetary gear set 20 to the drive (gear?) line 28. It should be appreciated that planetary gear set 20 further serves as a power split device that splits the output from engine 14 to the generator 16 and to the gear? drive line 28, and as a continuous variable transmission ("CVT") between the engine 14 and the ring gear 26, which

is operatively coupled to and drives the wheels of vehicle 10.

The electric motor 18 is a conventional electric motor which acts as a "second power source" that provides torque and power to the vehicle drive line 28 independently from the first power source (i.e., engine 14 and generator 16). In this manner, the two power sources (i.e., the internal combustion engine and generator and the electric motor) can cooperatively deliver torque and power to the vehicle 10 simultaneously and/OR independently.

Referring now to Figure 2, there is illustrated the vehicle system controller 40 which is employed within vehicle 10. In the preferred embodiment of the invention, the vehicle system controller ("VSC") 40 is electrically and communicatively coupled to conventional user or driver operated controls or components 42, to one or more conventional vehicle operating condition sensors 44, and to subsystem controllers 46 - 52 by way of a conventional bus or other electrical signal routing assembly. Controller 40 receives signals and/or commands generated by driver inputs, vehicle operating condition sensors (e.g., gear selection, accelerator position, and braking effort), and subsystem controllers (i.e., feedback) and processes and utilizes the received signals to determine the amount of torque which is to be provided

to the vehicle's drive train 28 and to generate commands to the appropriate subsystems or controllers 46 - 52 to selectively provide the desired torque to the drive train 28 and to provide the requisite functionality to vehicle 10.

In the preferred embodiment, each subsystem 46 - 52 includes one or more microprocessors or controllers as well as other chips and integrated circuits which cooperatively control the operation of vehicle 10. In the preferred embodiment, controller 46 comprises a conventional battery controller, controller 48 comprises a conventional transaxle controller for controlling the electric motor 18 and generator 16 of vehicle 10, controller 50 comprises a conventional engine controller, and controller 52 comprises a conventional braking controller which includes a conventional friction braking system (e.g., a hydraulically actuated system) and an anti-lock braking system.

Note: In our vehicle, the VSC and the engine controller share the same microprocessor.

VSC 40 receives feedback from each of controllers 46 - 52 and uses the received feedback along with commands from driver inputs 42 and signals from sensors 44 to generate control commands to the relevant controllers 46 - 52 and the vehicles instrument panel or cluster 54. VSC 40 ~~is~~ effectively ~~to~~ determines the total amount of torque which is to be provided or delivered to drive train 28 and ~~to~~ partitions or divides the total amount of torque

mal can deliver it

between the various subsystems. The commands, signals and feedback received and provided by VSC 40 are described below.

Be Namely the engine, trans and the brake systems

Driver operated controls 42 provide several commands to VSC 40. Particularly, driver operated controls 42 provide an ignition key command representing the state or position of the ignition key (i.e., OFF, START, RUN, ACCESSORIES), gear shifter commands representing the desired gear engagement of vehicle 10 (i.e., PRNDL), accelerator and brake pedal commands, cruise control commands, and air conditioning commands. Vehicle sensors 44 provide vehicle attribute data to VSC 40, such as vehicle speed data, DC/DC converter ~~engine~~ operating condition data and other vehicle operating attribute data. Battery controller 46 provides feedback to VSC 40, such as an estimation of the battery's state of charge, battery voltage data, battery limits data, battery operating status data (e.g., recharging), and battery fault data. Transaxle controller 48 provides feedback to VSC 40 from motor 18 and generator 16, such as estimated torque values provided by motor 18 and generator 16, motor/generator speed values, limits values, motor/generator status data, and motor/generator fault data. Engine controller 50 provides feedback to VSC 40 from engine 14, such as estimated engine-produced torque, engine speed, engine limits data, engine operating status, and

engine fault data. Brake controller 52 provides feedback to VSC 40 from the braking system, such as negative torque request data, anti-lock braking system status and operating data, braking system status data, and braking system fault data.

In the control system architecture, the VSC 40 is the "superior" controller, with subsystems 46 - ~~52~~ 54 acting as "subordinate" controllers. Exceptions may exist to allow one or more of subsystems 46 - ~~52~~ 54 to override a command from "VSC" 40 with a "peer" subsystem command (e.g., a command from another of subsystems 46 - ~~52~~ 54) under certain predetermined conditions. In such instances, each subsystem 46 - ~~52~~ 54 communicates with the VSC 40 to inform the VSC 40 of the actual action undertaken which deviates from the VSC commanded action. Each subsystem 46 - ~~52~~ 54 further communicates a signal to VSC 40 when one or more faults are detected in the respective subsystem 46 - ~~52~~ 54, thereby notifying VSC 40 that a fault condition is present.

turn on lights
such as PRNDL position

?

As shown in Figure 2, the VSC 40 is modular and is composed of different control portions 56 - 70 which correspond to certain vehicle functions or features. Each portion may represent a removable hardware and/or software segment, portion or device of the VSC 40 which is electrically and/or communicatively interconnected with the other portions of VSC 40. The partitioning of

the vehicle features within the VSC 40 provides a logical grouping of functions and also takes into account the hierarchy of control within the VSC 40. The architecture of VSC 40 also enables relatively easy replacement of one type of functionality for another (series versus parallel regenerative braking for example). Particularly, a certain vehicle functionality may be replaced by removing (e.g., disconnecting or deleting) a certain portion of controller 40 and installing (e.g., connecting or loading) a replacement portion which provides the desired functionality.

In the preferred embodiment of the invention, control portion 56 provides a vehicle mode control process; control portion 58 provides an output torque requestor control process; control portion 60 provides a battery management control process; control portion 62 provides a driver information control process; control portion 64 provides an energy management control process; control portion 66 provides a brake system control process; control portion 68 provides an engine start/stop control process and control portion 70 provides a torque estimation control process.

Vehicle mode control portion 56 determines the operating mode for the VSC 40. Portion 56 comprises the "top layer" controller for complete powertrain control. Portion 56 communicates the ~~operatively~~ operating mode of the

vehicle, as determined by the position ignition key (e.g., OFF, RUN, START, ACCESSORIES), to the other control processes or portions 58 - 70, that the other portions 58 - 70 may function according to the current vehicle mode. Portion 56 further checks each system 46 - ~~52~~ 54 for faults prior to starting and stopping the vehicle 10 and during vehicle operation. In providing these functions, portion 56 checks to make sure the other processes 58 - 70 respond to its commands before proceeding. When a fault is detected within of the vehicle components (e.g., within the engine, transaxle, or battery) portion 56 either selects a limited operating strategy ("LOS") mode with which to operate the remaining functional powertrain components or shuts down the vehicle.

Output torque requestor control portion 58 receives and handles all torque commands from requesting devices within the vehicle 10 (e.g., accelerator pedal, brake pedal, cruise control system, traction control system), and determines the final ~~output shaft~~ wheel torque (positive or negative) that the powertrain and regenerative braking system must produce. In order to provide this determination, portion 58 ~~interprets~~ combines the driver demands from the accelerator and brake pedal se~~nsors~~, and arbitrates from other "torque requestors" such as cruise control, traction control (if program required), IVD (interactive vehicle dynamics) and vehicle speed limiting systems. Based upon the signals received from all requestors, portion 58 divides or partitions the total

requested torque between the vehicle's powertrain (i.e., engine and motor) and brakes and issues corresponding commands to the engine controller 50, transaxle controller 48 and brake controller 52.

Battery management control portion 60 interfaces with the battery controller 46 and controls the opening and closing of the contactors in the high voltage battery pack, based upon the vehicle mode signals received from portion 56. Portion 60 also reads and processes discharge/charge power limits from the battery controller 46, monitors the vehicle battery for faults and communicates this information to the other VSC control portions.

Driver information control portion 62 receives signals from the vehicle sensors 44 and from the controllers 46-52 and calculates vehicle operating data that is conveyed to the driver. Particularly, portion 62 receives measured data from sensors 44, calculates values for vehicle operating conditions (e.g., vehicle speed, ~~engine speed~~, battery state of charge, available battery power and other values) by use of conventional algorithms, and communicates signals representing these values to the instrument panel or cluster 54, and to other vehicle displays or data providing devices.

Energy management control portion 64 controls the ~~delivery of~~ power flow between the engine, motor, generator, battery, and wheels ~~to the vehicle 10 from the engine 14, the motor 18 and the generator 16~~. The controller aims to meet the driver needs of power, security and climate

control, the program requirements of meeting or exceeding fuel economy, emissions, performance and driveability targets and component requirements such as the maintenance of the battery state of charge within a certain range. The above requirements are met within the constraints imposed by the various components, such as the battery 36, the transaxle, the regenerative braking system, the engine 14, the cooling system, the fuel system and the exhaust system. Portion 64 also processes system faults and based on the LOS mode, portion 64 takes appropriate action to modify the powertrain operating mode (e.g., electric versus hybrid) and the operating point (e.g., desired engine torque and speed).

Brake system control portion 66 implements the regenerative braking control process of the VSC (whether it be for series regenerative braking or for parallel regenerative braking). Portion 66 may also ~~control anti-~~ control the components to utilize engine compression braking when regenerative braking is not available. ~~lock braking functions within said vehicle, and/or the~~ partitioning of braking ~~force between the front and rear vehicle wheels and between regenerative braking and friction (e.g., hydraulic braking)~~.

Engine start/stop control portion 68 coordinates the timing and operation of the "startup" and "shutdown" of the vehicle's engine 14. It contains the logical condition used to decide whether ~~on~~ to turn on the engine or to turn it off or to keep it running. It also coordinates the process of engine startup among the engine controller 50 and the transaxle controller 48 so as to minimize NVH and emissions.

Torque estimation control portion 70 estimates the torque produced by the engine 14 and the transaxle (i.e.,

motor 18 and generator 16). Portion 70 receives torque estimates from the engine controller 50 and transaxle controller 48, and compares the engine controller's estimate to the generator's estimate to ensure they are similar. If the estimates vary beyond an acceptable value, portion 70 notifies portion 56 of a potential fault condition.

In operation, VSC 40 receives commands from driver controls 42, signals from sensors 44 and feedback from controllers 46 - 52. Particularly, Controller 40 receives signals and/or commands generated by driver inputs, vehicle operating condition sensors (e.g., gear selection, accelerator position, and braking effort), and subsystem controllers (i.e., feedback) and processes and utilizes the received signals to determine the amount of torque which is to be provided to the vehicle's drive train 28 and to generate commands to the appropriate subsystems or controllers 46 - 52 which selectively provide the desired torque to the drive train 28 and to provide the requisite functionality to vehicle 10. Each portion 56 - 70 of the VSC 40 performs a unique vehicle function as set forth above. This unique arrangement allows for the vehicle components and processes to be easily switched or replaced, without requiring a reprogramming or replacement of the entire controller. This allows vehicle modifications to be performed

relatively quickly, and also allows this VSC 40 to be used on various types of vehicles with portions 56 - 70 being selected and/or adjusted based upon the particular vehicle's functionality.

It is understood that the invention is not limited by the exact construction or method illustrated and described above, but that various changes and/or modifications may be made without departing from the spirit and/or the scope of the inventions.

WHAT IS CLAIMED IS:

(1) A modular vehicle system controller for use with a hybrid electric vehicle having a plurality of portions which each corresponds to a certain vehicle functionality.

(2) The modular vehicle system controller of claim 1 wherein said plurality of portions includes a vehicle mode control portion which is effective to select an operating mode of said vehicle.

(3) The modular vehicle system controller of claim 2 wherein said plurality of portions further includes an output torque request~~or~~ control portion which is effective to receive torque commands from a plurality of vehicle subsystems and to determine ~~an~~ a total output torque (positive or negative) ~~to provide to the vehicle.~~

(4) The modular vehicle system controller of claim ~~1~~ 3 wherein said hybrid electric vehicle includes a battery pack and wherein said plurality of control portions further includes a battery management control portion which is effective to control opening and closing of contactors within the battery pack, ~~and~~ monitors the battery pack for faults, and processes the charge/discharge limits for use by other control portions.

(5) The modular vehicle system controller of claim ~~3~~ 4 wherein said plurality of control portions further includes a driver information control portion which is effective to receive signals from vehicle sensors and other controllers and to

calculate vehicle operating data which is conveyed to a driver of said vehicle.

(6) The modular vehicle system controller of ~~claim 5~~ wherein said hybrid electric vehicle includes an ~~engine,~~ at least one power source ~~torque generating~~ component, ~~a motor, and a generator,~~ and wherein said plurality of control portions further includes an energy management control portion which is effective to control the delivery of power to said vehicle by said ~~engine, said~~ at least one power source ~~motor and said generator.~~ → torque generating components.

Rework to be less specific to a powersplit. Energy management process could be used for any type of Hybrid.

(7) The modular vehicle system controller of claim 6 wherein said plurality of control portions further comprises a brake system control portion which controls the regenerative and engine compression braking ~~and anti-lock braking~~ functions within said vehicle.

(8) The modular vehicle system controller of claim 7 wherein said plurality of control portions further comprises an engine start/stop control portion which controls when to, and ~~the~~ startup and shutdown of said engine, and the process used to do it.

(9) The modular vehicle system controller of claim 8 wherein said plurality of control portions further comprises a torque estimation control portion which estimates the torque produced by said engine and by said motor and said generator.

(10) A method of organizing a vehicle system controller for use with a hybrid electric vehicle, said method comprising the step of:

ABSTRACT OF THE DISCLOSURE

A hybrid electric vehicle system controller 40. The vehicle system controller 40 is modular and is partitioned in a manner which takes into account a logical grouping of vehicle functions, while maintaining a hierarchy of control within the controller 40.

partitioning said controller into a plurality of removable control portions, each of said plurality of control portions corresponding to a particular vehicle functionality.

(11) The method of claim 10 wherein each of said plurality of control portions represents a removable hardware portion.

(12) The method of claim 10 wherein each of said plurality of control portions represents a removable software portion.

Figure 2

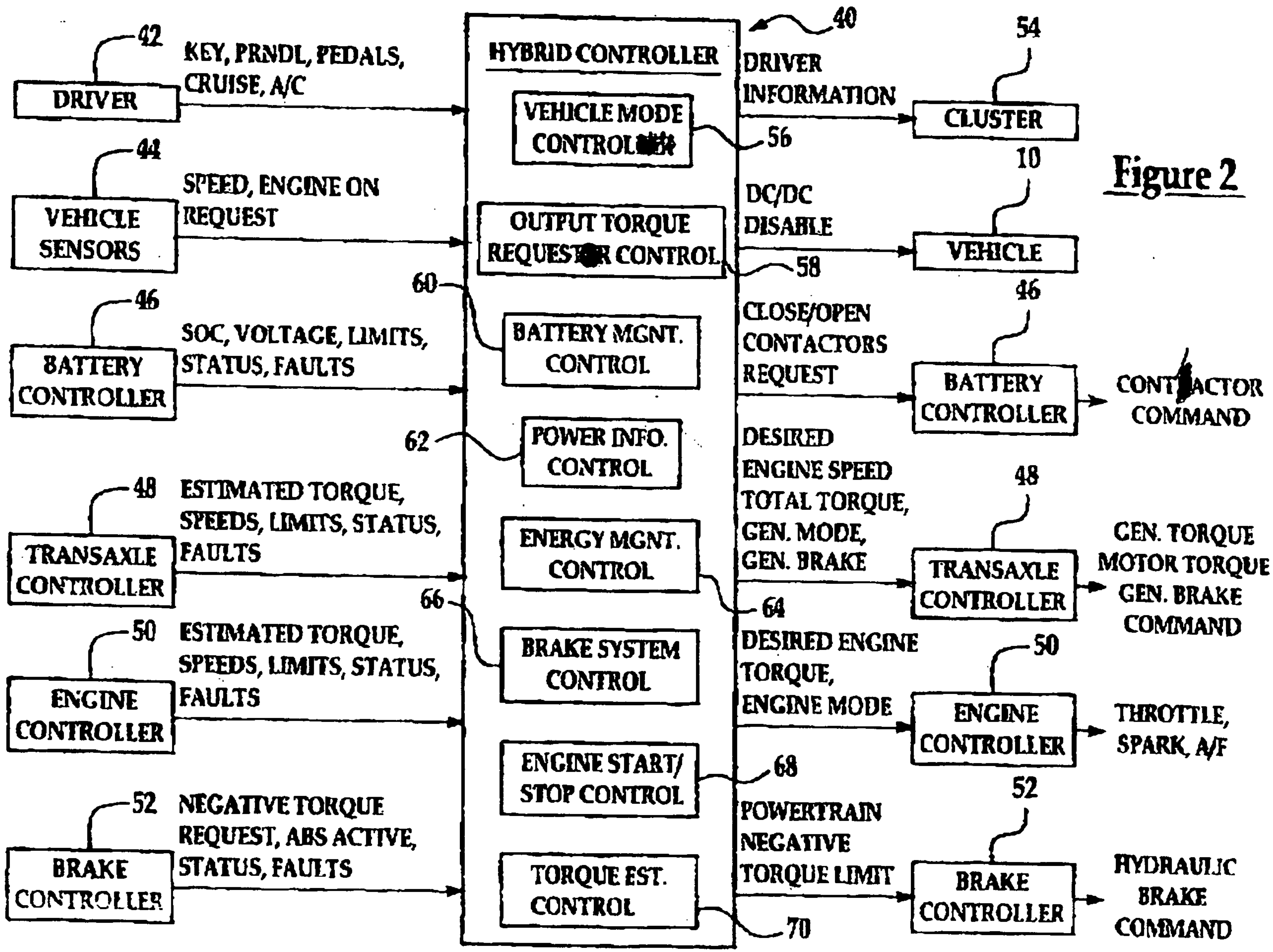

Figure 2

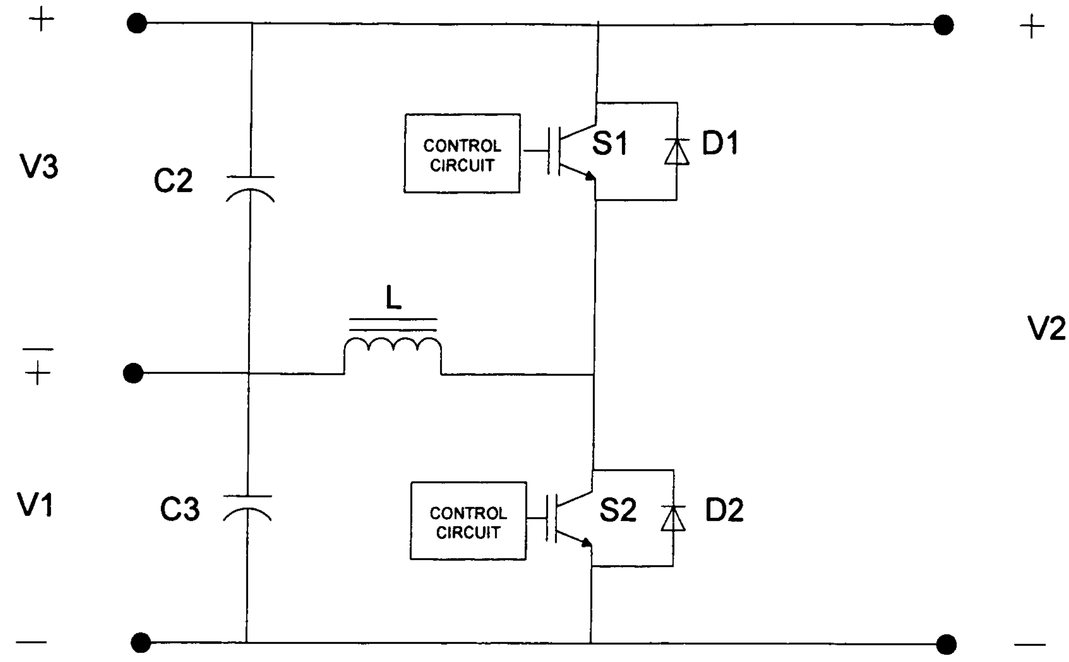
+
+
V3
C2
CONTROL CIRCUIT
S1
D1
L
V2
V1
C3
CONTROL CIRCUIT
S2
D2
—
—

FIG. 2

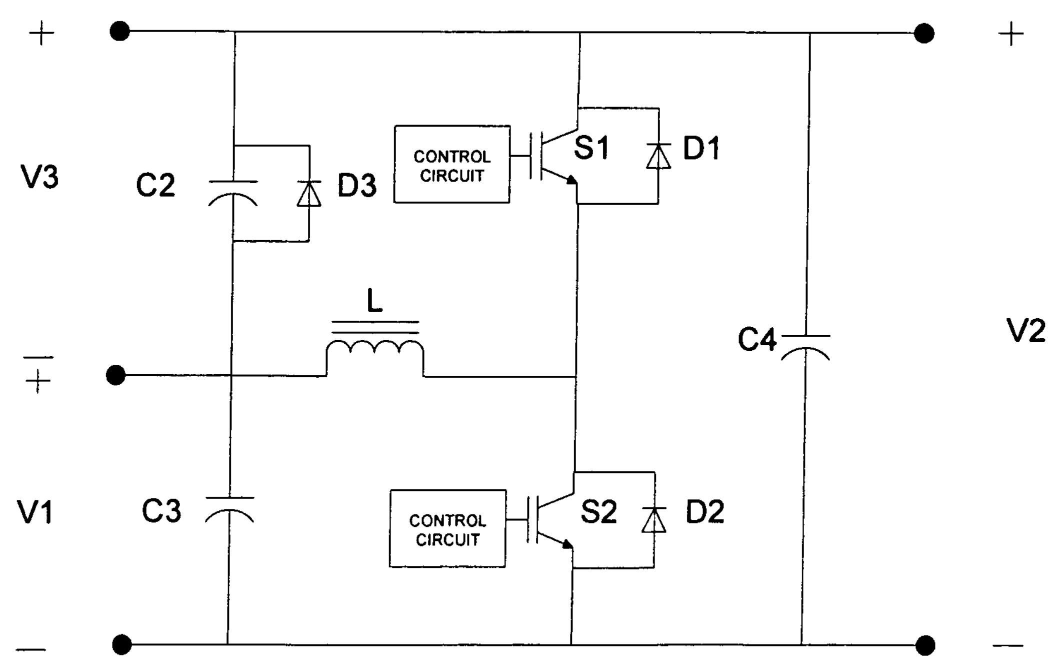
+
+
V3
C2
D3
CONTROL CIRCUIT
S1
D1
L
C4
V2
V1
C3
CONTROL CIRCUIT
S2
D2
—
—

FIG. 3